

JUL 6 1950

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COUNTRY Rumania

REPORT NO.

TOPIC Sighet Rail Transloading Point

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EVALUATION See below

PLACE OBTAINED

DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED 7 June 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 3 - Blueprints

REMARKS

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The following information has been received on transloading operations from Soviet gauge to standard gauge at Sighet (47°55'N/23°06'E) from 1946 to 1949.*

25X1X Transloading point of Sighetcamara **

1. Located at the northern edge of the Village of Camara in early 1947. Four standard gauge tracks and a Soviet gauge track and two small storage sheds. No loading platforms or cranes. Six hours required to transload a train. East-bound trains loaded with timber, westbound trains with iron ore.

Transloading point of Maramaros Sighet ***

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2.

25X1X reported that the Maramaros Sighet transloading point is at the northern edge of Sighet. Three trains can be transloaded simultaneously, including two by loading platforms. Three storage sheds. Six to eight hours required to transload a train. An average of 100 PWs doing transloading; civilians also employed during heavy traffic. Cranes not used. About 250 to 400 railroad cars arrived from the west each month and were loaded with dismantled equipment, German and Hungarian ammunition, motor vehicles (mainly Opel), various types of reparation deliveries, foodstuffs from Germany and Hungary and cement from Germany and Austria. About 100 to 200 cars arrived each month from the east and were loaded with iron ore.

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25X1X coal, cotton and fodder.

3. [REDACTED] changed from a Soviet gauge train to a standard gauge train at Maramaros Sighet.

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4. [REDACTED] standard gauge train at a point about 48 km west of Maramaros Sighet (Chust?). Loading platforms not observed.

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25X1A Comment: It may be inferred that there are three transloading points on this line (Sighetcamara, Maramaros Sighet and Chust). It is not clear how these stations are used simultaneously. For simultaneous operations, each of these transloading points would have to be equipped with a Soviet gauge track and a standard gauge track. Since the line always has been single-track, this would mean the construction of a second track of approximately 50 km. It cannot be definitely determined from the information received whether or not this has actually been done. Such an assumption is not supported by the poor condition of the Stanislaus - Jasina - Sighet approach line, which has many grades and curves. Another interpretation of the information supplied might be that the Soviet gauge track is being gradually extended to the west and that the three railroad stations mentioned were successively used as transloading points, the westernmost point at present being Chust, the present end of the Soviet gauge track. From thence to the group of major transloading points to the west - Cop (Soviet), Cierna (Czech) and Zahony (Hungarian) - the line is still standard gauge. As previously reported ((Gen Proj) J-302), this section of the line has been loaned to the Czechs for traffic to and from Rumania until such time as it is converted to Soviet gauge. There has been no indication that this conversion has been commenced. Transloading in the Sighet area has presumably ceased, since no reports on such activity have been received during the past year. This probably results from the transfer of all transloading to the improved and more efficient transloading points of Cop, Cierna and Zahony.

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* Comment: See Annex 1.

** Comment: See Annex 2.

*** Comment: See Annex 3.

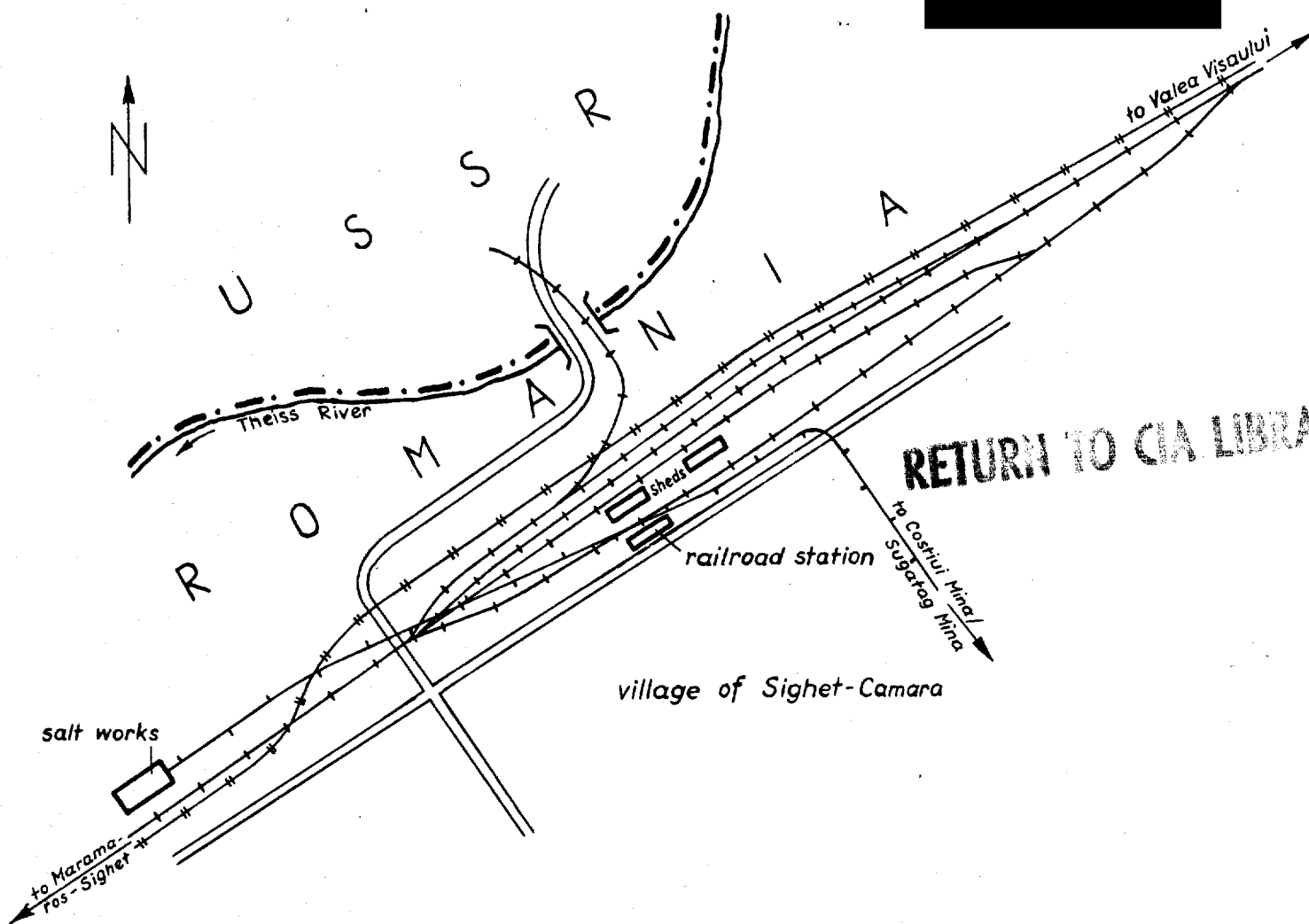
3 annexes:

- Annex 1 - RR Situation in the Carpatho-Ukraine District
- Annex 2 - Transshipment Station of Sighet-Camara
- Annex 3 - Transshipment Station of Maramaros-Sighet

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Transshipment Station of Sighet - Camara



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Legend:

Standard gauge - single track	+	+	+
Soviet " " " "			
Narrow " "	—	—	—



Scale about 1:2000

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 Standard gauge - single track

 Soviet " " "

Scale about 1:5,000

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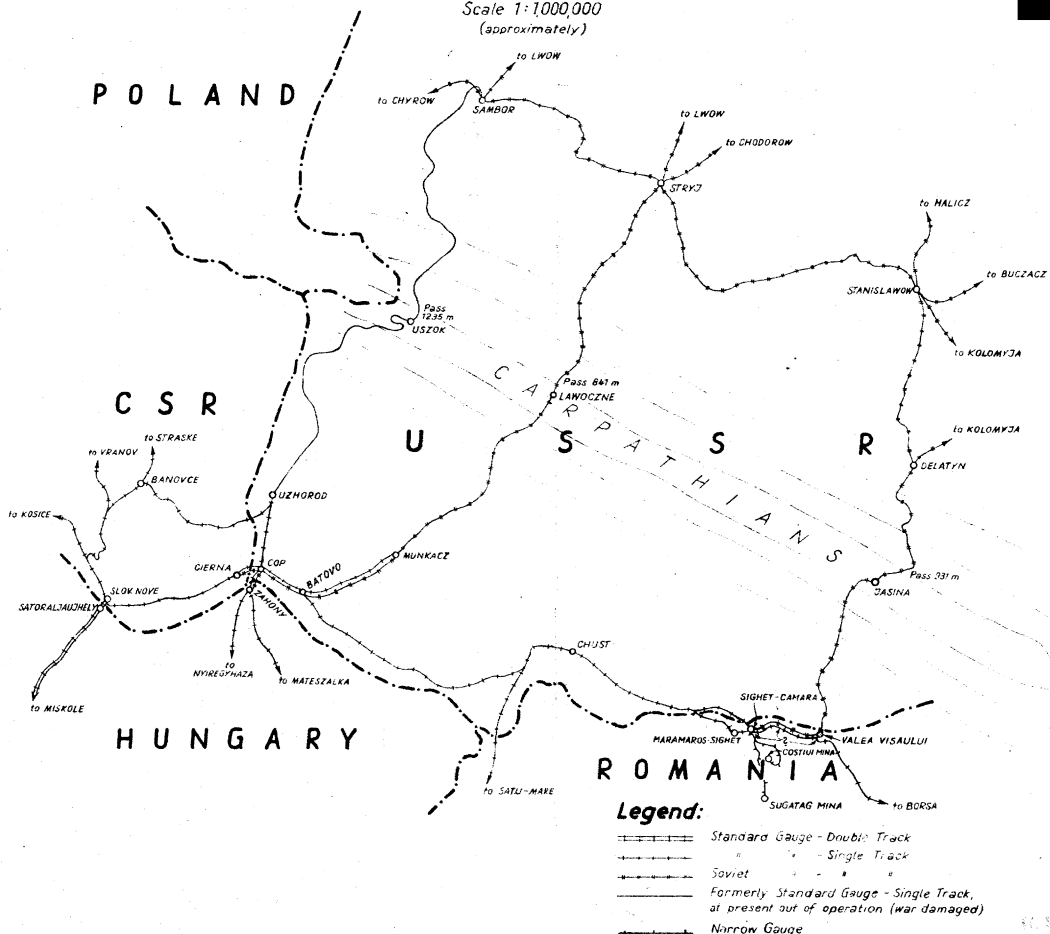
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Annex I

RR Situation in the Carpatho-Ukraine District (Transfer points)

Scale 1:1,000,000
(approximately)

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